



Appl. No.: 10/695,000  
In re Stuart, E. et al.  
Reply to Office Action of May 23, 2006

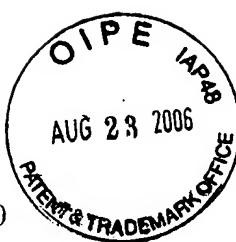
**Amendments to the Specification:**

**Please replace the paragraph beginning at page 10, line 3, with the following rewritten paragraph:**

For adjustment and preloading of the differential bearings 35a and 35b, the adjusting rings 32a and 32b will be rotated so as to thread into or out of the differential carrier frame member 22 ~~for to selectively~~ selectively adjust the preload of the differential bearings 35a and 35b and position of the differential case 34 relative to the differential carrier frame member 22, as illustrated in Fig. 7.

**Please replace the paragraph beginning at page 10, line 23, with the following rewritten paragraph:**

As shown in Figs. 2 and 3, the rear cover 40 incorporates two opposite through holes 42 (only one is shown in Fig. 2) for receiving the axle shaft members 14a and 14b therethrough. Each of the through holes 42 is provided with an adjustable flange device 44 provided with an axle shaft seal 44' adapted to seal the through hole 42 about the axle shaft members 14a and 14b. The adjustable flange device 44 is secured to the rear cover 40 adjacent



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to the through hole 42 therein by a set of screws 45 and is adapted to adjust a position of the axle shaft seal 44' relative to the through hole 42 of the rear cover 40. The rear cover 40 is further provided with a mounting flange 43 adapted to juxtapose the rear mounting surface of the central plate section 4 of the beam member 2. As illustrated in Fig. 3 [[4]], the mounting flange 43 of the rear cover 40 is provided with a plurality of spaced apart through holes 43'.

**Please replace the paragraph beginning at page 14, line 6, with the following rewritten paragraph:**

The differential carrier frame member 22, illustrated in detail in Fig. 6, is, preferably, a single-piece metal part manufactured by casting or forging. The differential carrier frame member 22 has a generally Y-shaped configuration and includes a neck portion 24 and two opposite, axially spaced, coaxial bearing hub portions 26a and 26b attached to the neck portion 24 through respective leg portions 28a and 28b. The neck portion has an opening 25 therethrough adapted for receiving and rotatably supporting the drive pinion 38 through an appropriate anti-friction bearing (not shown), preferably a tapered roller bearing. The bearing hub portions 26a and 26b are provided with respective openings 27a and 27b therethrough adapted for receiving appropriate anti-friction bearings 35a and 35b for rotatably supporting the differential case carrier 34. Moreover, an inner peripheral surface of each of the openings 27a and 27b has threads 29a and 29b (as shown in detail in Fig. 6) provided to engage the

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threads 33 of the threaded adjusting ring 32a or 32b, respectively. Each adjusting ring 32a or 32b is threadedly engaged with the threaded openings 27a and 27b in the bearing hub portions 26a and 26b of the differential carrier frame member 22. Also, each of the bearing hub portions 26a and 26b has associated therewith a locking key 26' which is fastened to the bearing hub portion by any appropriate means known in the art, such as a threaded screw 26", as illustrated in Fig. 5.

**Please replace the paragraph beginning at page 14, line 23, with the following rewritten paragraph:**

For adjustment and preloading of the differential bearings 35a and 35b, as illustrated in detail in Fig. 7, the adjusting rings 32a and 32b will be rotated by the tool so as to move them in or out of openings 27a and 27b in the bearing hub portions 26a and 26b of the differential carrier frame member 22, i.e. toward or away from the differential bearings 35a and 35b, for to selectively selective adjust their vary the position of the adjusting rings 32a and 32b 9 relative to the differential carrier frame member 22 in order to vary a pressure applied to the differential bearings 35a and 35b, thus selectively adjusting the preload of preloading the differential bearings 35a and 35b, and to adjust the position of the differential case 34 relative to the carrier frame member 22. In a fully assembled condition of the differential assembly module 20, the differential bearings 35a and 35b are properly preloaded

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to a predetermined preload in accordance with vehicle manufacturer's specifications.

**Please replace the paragraph beginning at page 18, line 12, with the following rewritten paragraph:**

It will be appreciated by those skilled in the art that if the differential bearings 35a and 35b are preloaded properly to the appropriate, predetermined preload in accordance with the manufacturer's specification, then the mounting studs 9 are received in the mounting bores 31a and 31b in the differential carrier frame member 22 easily, without substantial resistance to advancing the differential carrier frame member 22 along the mounting studs 9 toward the central plate portion 8c.

**Please replace the paragraph beginning at page 18, line 16, with the following rewritten paragraph:**

On the other hand, if the mounting studs 9 cannot be received in the mounting bores 31a and 31b in the differential carrier frame member 22 simultaneously, or if the mounting studs 9 encounter differential carrier frame member 22 encounters substantial resistance to its advancing along the mounting studs 9 toward the central plate portion 8c during the process of mounting over the mounting bores 31a and 31b, then the differential bearings 35a and 35b are

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not preloaded properly to the appropriate, predetermined value in accordance with the manufacturer's specifications.